BOMBARDMENT OF THE STARS IS DUE

Great Meteoric Showers This

MAY HAVE GOTTEN LOST.

The Leonids, According to Calculations of Astronomers, Will Take a Tumble Tuesday Night-Preparations for the Event.

CAMERIDGE, MASS., Nov. 10.-The most interesting astronomical question flast now is whether the great meteoric shower which was due in November of last year, but which did not then ap-pear, much to the disappointment of as-tronomers all over the world, is to be given un us lost, or whather it has merciv given up us lost, or whether it has merely been delayed a year beyond the calculated time, and will take place in its full

competent observer in Boston calculated that the number had amounted to 240,000, that the number had amounted to 240,000, seeming to the eye to fall as thickly as the flakes in a snow storm. It may ensity be seen how such a display would rank with a total eclipse of the sun as the most spectacular of the celestial pheno-

THE INTERVAL

The interval between these great me-teoric showers, as may be noted from the dates just given, is thirty-three years. But the inture of the shooting stars is such that they are peculiarly liable to perturbations, so called, caused by the attraction of the planets. Within the last 1,800 years, indeed, they have been swung out of one orbit and into another by the influence of the planet Urenus. During the last period of thirty-three years, it seems, they have been especially liable to perturbation, and some astronomers, who look for the great shower to take place next week, escribe the delay to this

ausa.

It is necessary to understand the Leonids as a stream of small particles, no larger than grains of sand,—the debris, perhaps, of a comet,—flowing continuously in a mighty arbit, which approach perhaps, of a comet.—flowing continuously in a mighty erbit, which annually, in the middle of November, intersects the orbit of the earth. Through most of the length of this belt the particles are only sparcely scattered, but in one place they are congregated in a vast swarm, with relation to which the others may be regarded only as stragglers. The Leon ds complete their orbit in 33 years time, and once in 33 years, therefore, when we enter the part of the great swarm, we may the part of the great swarm, we may look for such a display as that of ISC3 or 1866. In other years we see merely the "stragglers." In time of course, the particles will be scattered more evenly through their orbit, since the outer ones take more time to complete the circuit than the limer ones, and tend constantly to fall behind in the race. But this is a matter

of millions of years, like so many other operations in astronomy.

In passing through the orbit of the Leonids we see only the particles which are ignited by enter ng the earth's asmosphere, some 100 or 200 miles distant. No Leonid was ever known to reach the earth, the terrific heat to which they are sub-jected burning them out before they have approached nearer than 50 or 60 miles. They are to be distinguished entirely from the sporadic meteor tes which from time to time appear as fireballs in the sky, and sometimes fall to the earth before they are burnt out in masses weighing thousands of pounds. A shower of such as

these would be disastrous, while the Leo-nids are quite harmless.

In the 1833 shower one observer likened the appearance of the sky to a vast um-brella. This was due to the fact that all the Leonids, seeming at first to be dart-ing in every direction in the heavens, ra-diated from a certain fixed centre, the so-called radiant, alluded to before as being in the constellation Leo. As a matter of fact, the course of the Leonids in the sky is parallel, and the appearance of radiation is due to perspective, as in the parallel lines of a railway track, which seem like the Leonds to originate in a single point. The radiant, however, is only approximately lived; and it is an important point, therefore, to establish it more exactly, since, from the position of the radiant, astronomers are able to calculate the direction in which the Leonids are moving. Photography, it is hoved, will do a great deal to settle this point. Photographs taken with the Harvard instruments, both here in Cambridge and at Arequipa, Peru, have very satisfactorily recorded casual meteors crossing the field of vision. On one in particular, where three shooting one in particular, waste three search stors of a single system had been re-corded, it was observed how exactly the corded, it was observed how exactly the point of radiation could be defined by the centergence of the three pains, especially in comparison with a visual observation of the three meteors which was fortunate's made at the same time. If next Tuesday the great swarm reappears, therefore, and if the weather conditions are favorable, the Harvard Observatory hones to secure on its natorrant's plates complete data for determining the radiant and consequently the direction of the Leonid swarm.
TO PHOTOGRAPH THEM.

Some of the photographic apliances to be used-a ways supposing the swarm meapprais have been especially devised for the occasion. The most remarkable, perhaps is a swinning cam ra, for secur-ing stationary images of the Leon'ds. It is like the swing of a pendulum-in a state of balance at either end; moving faster, commaratively, than the shooting star at the middle, but at some point between on the rise or the fall, exactly corresponding to the volocity of the object which it is all this time photographing. Besides getting the image at rest in this way, it will be easily possible to calculate the speed of the meteor by ascertaining the position of the camera in its swing when that image was secured.

Another interesting instrument is fitted with prisms to photograph the spectra of the Leen'ds, from which it will be possi-ble to learn the'r composition. The only spectrum of a shooting star ever secured by photography was obtained at the by p'o'o rashy was obtained at the Harvard station at Ar quina four years ago, and shows by its lines the presence of hudrocen. Still another shotographic instrument has a rotatine disc over the aperture, revolving thirty times a second. In the dire is a hole which, paging over the aperture, records the math of the met or in a series of data. Any d'illerence in the distance between the dots would give an indication of a difference in the taste of movem at of the meteor.

The preparations at the Harvard Obserwatery less year were on a very extensive scale, and covered a number of stationsthree in the vicinity of Providence, R. I., and two, including the observatory itself, near Boston. The plan for the work in Cambridge was an admirable example of the way astronomers are able to systematize difficult and complicated observations, and will be followed, if opportunity offers, next wiek. Aside from those in charge of the photographing, the staff will be divided into counters, time-keepers, record rs, cloud-observers (to note interruption in the observations), and note interruption in the observations), and

draugh.smen.

WORK OF OESERVERS.

The matter of time is, of course, most important. A going will strike automatically every ten minutes, so as to afford a constant check on the observations. At the beginning of observation the counters will have stationed themselves to watch the portion of the sky containing the constalation of the Lion, and count the metoors as they appear, while the time-keepers note the time of each as exactly as possible—a difficult undertaking when it is remembered that the meteors may as possible—a difficult that meteors may it is remembered that the meteors may possibly fall at the rate of over sifty a minute. The record will serve to identify all, or at least a great many, of the meteors by a serial number and the time recorded.

The general observers will look for special features, like the magnitude, color, whether the stars explode or not, and whether a trail appears. A general observer, for example, may note that the 112th meteor marked by the counter was yellow and left a trail lasting ten sec-onds, and that its path was from near some standard star to another standard.

full circular of rules to govern such observers was sent out by the University. The most important part of the circular is as follows:

is as follows:

"The most important time for observation is from midnight until dawn, as comparatively few meteors are expected earlier. Observations are particularly needed at hours when they made at the observatories of Europe and America. In general, the time required for ten or more meteors to appear in the region covered by the accompanying map should be recorded. This observation should be recorded to the covered by the state of the covered by the state of the covered of th should be recorded. This observation should be repeated every hour or half hour. If the meteors are too numerous to count all those appearing upon the map, the observer should confine his attention exclusively to some small region, such as that included between the stars Mu Ursae Malorie 4th Lyraic and Dalta and Alpha Majoris, 40 Lyncis, and Delta and Alpha Leonis. If the meteors occur but seldom, one every five minutes, for instance, the time and class of each meteor should be time and class of each meteor should be recorded. Also note the time during which the sky was watched and no meteors seen, and the time during which that portion of the sky was obscured by clouds. Passing clouds or haze, during the time of observation, should also be recorded. The date should be the astronomical day, beginning at noon; that is, the date of early morning observations should be that of the preceding evening. Specify what time is used, as Greenwich, Standard or Local time, When a meteor bursts, make a sectime. When a meteor bursts, make a second observation of its light and color, and, ond observation of its light and color, and, when it leaves a trail, record the motion of the latter by charting the neighboring stars, and sketching its position among them at short intervals, until it appears, roting the time of each observation. If the path of the meteor is surely curved, record it carefully upon the map."

GREATEST CARE.

"Photographs may be taken first, by

"Photographs may be taken, first, by leaving the camera at rest, when the images of the stars will trail over the plate and appear as lines; or, secondly, attaching the camera to an equatorial telescope moved by clockwork, when a chart scope moved by clockwork, when a chart of the sky will be formed, in which the stars will appear as points. A rapid-recti-linear lens is to be preferred in the first case, a w de-nate lens in the second. The full aperture should be used, and as large a plate as can be covered. The most rapid plates are best for this work; they should be changed once an hour, and the exact times of starting and stopp recorded. Care should be taken to stiffen the camera by braces, so that the focus will not be changed when the instrument is pointed to different portions of the sky, especially if the lens is heavy. If the first method is employed the position of the camera should be changed after each plate, so as to include as much as possible of the region of the map on each photo graph. If pointed a little south-east of Epsilon Leonis, the radiant will reach the centre of the field about the m'ddle of the exposure. A watch of the region should also be kept, and the exact time of appearance and path of each meteor as bright as the Pole Star should be recorded. The plates should be numbered on the film side with a pencil, and should be sent to this Observatory with accompanying notes and other observations. After measurement here they will be returned if desired The value of the results will be much pereased if similar photographs can be obtained by a second camera from ten to forty miles distant, and preferably north south of the other.

Amateur observers interested in watch-ing the meteors may find the constellation of the Lion rendily by taking the Great Dipper as a starting point, It will be remembered that the two outside stars of ers to the Pole Star. Take the other two there of the bow as pointers, in the op-nosite direction, till a large first magnitude star is reached, about ten times the disance between the two nonters. The star will be found to be at the end of the handle of a rather close representation of a sickle, which is the most obvious pictorial character of Leo. The radiant of the meteors is a little north of the centre of the sickle. The paths of the meteors will appear shorter as one approaches the radiant, those close to the north plane. and ant, those close to the north being ittle more than flashes of light. They then progressively lengthen, till meteors half the arc of the visible sky away will almost epcircle the heavens.

Thank Them All. The Lady Board of Managers of the Homeopeth'c Froe Dispensary wish to thank their many friends who so generously helped to make the recent "Rummage Sale" the success it was.

One-fourth of the laboring population of Colorado is said to belong to labor organizations. The State Federation of Labor claims that Colorado is the best organized State in the Union.

There is no way to make windows and mirrors look so clear as they will after having been cleaned with Bon Ami.

No muss, dust, or scratching.

Indeed only the development of Businesslike Young Man—No. str. I'm true solution of the problem, he believes.

RAPID TRANSIT

Her Historic Old Fublic Conveyances are to be Replaced by Up-to-

Date American "L" Roads. At last London has a rapid transit with

all of the advantages of the famous New York, Chicago, Brookiya and Boston ele-vated raliways, and what is best of all, a means of quick transportation which is to be under the control of American unanclers. Until the present year, Londoners have shown no destre wnatever, to secure the boon of rapid transporta-tion which is enjoyed by thousands of American towns, and have looked upon all propositions for such an innovation with as much suspicion as John Chinaman regards the doctrines of Christianity. Four miles an hour by 'bus or sev... or eight by the miserable underground reliroad have been the height of the London business man's speed, and to this condi-tion are attributed many other evils be-sides that of slow transportation, chief of which is the slum life of the great

But now the change has come. two short months this "Tuppenny Tube" has broken down the prejudices of gen-The Central London Railway, to give it its proper designation, has been a popular and financial success from the start. It has carried an average of about 100,000 passengers daily since it was opened two months ago. It is only six miles long, running east and west from the Bank of England to Shepherd's Bush, just beyond the confines of Kensington. It does little or nothing toward the solution of the overcrowding problem, for it opens no new residential territory available for artisans and others of small means. It has simply absorbed most of the travel from one of the main arteries of London which formerly used the slow SEVERAL INNOVATIONS.

The "Tuppenny Tube" has, however, introduced successfully several important Innovations, which point directly to the successful solution of the rapid transit problem in the near future. It has abolished compartments and classes, introduced a uniform fare of two pence (four cents) for any distance, and accelerated speed to a point within reasonable scope

of the term rapid transit.

It was considered a rash and doubtful experiment to provide only one class of accommodation for aristocratic and costerminging London. The directors have found no reason thus far for making any change. All London, they say, rides in omibuses when it cannot afford cabs; why not do the same in a railway car-riage, where each passenger has more

room than in a 'bus?

The trains are practically identical with those on the American elevated roads, excepe that they are drawn by electric motors, which are much heavier (forty tons each) than necessary, and there-fore more expensive than need be. Haif of the cars are "smokers." That is a concession which no Englishman will be deprived of even during a five-minute

half of the Englishman and his pipe or cigar-he is a clean smoker. An English smoking carriage is as clean as any other after a journey, except perhaps for some dry cigar or cigarette ashes on the floor. In other words, the Englishman doesn't

EXPRESS

TUNNEL.

A FEATURE OF LONDON TRANSPORTATION THAT LOOKS YERY FA-MILIAR TO AMERICANS WHO VISIT THE GREAT CITY.

LOCAL TRAINS

any better case. What the Administration

any better case. What the Administration could do for him in the way of commendation has been done. What the navy could do has been done. What Congress wouldn't do can't be done until Congress foes it, and wher that will be no reputable forecaster would venture to predict it would seem to the casual observer more reasonable that Admiral Sampson's spirits

It would seem to the casual observer more reasonable that Admiral Sampson's spirits should be low because he is out of health than that he should be out of health because he has been neglected. His professional brethren rate him as first among living men of their calling. It has been impossible to secure for him all the offical recognition to which his services were entitled. That is vastly to be regretted, but it seems as if the mens stbl consolarect, and the sympathy of almost all of his fellows who are competent to judge,

his fellows who are competent to judge, ought to afford him a sufficient support for every disappointment.—E. S. Martin, in Harper's Weekly.

The Kind Pather Used to Make

The Kind Father Used to Make
Said a young and tactless husband
To his in experienced wife:
"If you should give up leading
Such a fashionable life,
And devote more time to cooking—
How to mix and when to bake—
Then perhaps you might make pastry
Such as mother used to make."
And the wife, resenting, answered
(For the worm will turn you know):
"If you would give up horses
And a score of clubs or so,

And a score of clubs or so, To devote more time to business.

Chicago Tribune

When to buy and what to stake—
When to buy and what to stake—
Then perhaps you might make money
Such as father used to make."
—Boston Journal.

Beward of Merit. Nellie-Grackous! How do you manage to knit so much in so short a time? N nett -Every time I do ten rows I give myself a chocolate cream.-From the Chicago, Tribuna.

Impartial.

Street Corner Politician-But say, my friend, haven't you any political convic-

LOCAL TRAINS

than it was expected would be the case. There is still much to be ga ned. The train now steps at stations fully twice as long as in America, but even this is more than a 50 ner cont.

a 50 per cont. improvement over the old

A GOOD WORK. A GOOD WORK.

This missionary work which the Tuppenny Tube is doing in London will speadly hear fruit. Already it has intensified the popular disgust toward the old un-

the popular disgust toward the old and derground to the point of intolerance. The management of the old concern is sufficiently aroused from its lethargy to "exper ment" solemnly with electric trac-tion on a half mile of its line. When it

got a train actually to run a few weeks ago, it invited the public to come and see and test the wonderful novelty at a shil-

ling a r.de! The managers were promoty very much grieved and aston shed that

nobody came.
The feature of the Turnenny Tube which

The feature of the Turnenny Tune which makes the average Brit'sher a little uneasy and apprehensive is that it is all American, except the tube itself and the money which built and equipped it. Injured pride is the basis of this feeling, but England is fast reconciling herself to the fact that most things electric must come from American.

On the other hand, there has been some

Surpr se but no resentment at the an-nouncement made that Mr. Charles T. Yerkes, the greatest of American masters of rapid transit problems, had bought the

of rapid transit problems, had bought the charter of another prospective electric und reground line, which will pierce London north and sout in a more comprehensive manner than the present Tuppenny Tubes does cast and west.

The news indeed has caused great public satisfaction, for Londoners see in it proof that the rand transit groblem of the metropolis is solvable upon sound commercial lines. Nobody believes that a shrewd expert fudge of the situation would invest \$20,000,000 or \$25,000,000 in a new un-

shrewd expert fudge or the station was the single shrewd \$20,000,000 or \$25,000,000 in a new undertaking of this nature, unless he had good reason to believe the investment would prove a sound one.

UNDER AMHRICAN CONTROL.

In buying this franchise for an underground electric road, Mr. Yerkes is a sound to be recarried as early the

underground.

FOR LONDON TOWN & Now That the Fall of the Year

is full upon us, and calculated to brace up the physical man, it is in order to bestir one's self and hustle around for exercise and profitable enjoyment. In this connection nothing would bring to a household more genuine delight than

the two-fold action of one interested. two-fold action of one interests.

two-fold action of one interests.

FIRST—A hustle around to THE CABLE COMPANY WAREROOMS, 213 East Broad Street, where you cannot fail to see and hear everything in the music line de irable, viz.:

The Conover, Kingsbury, Cable, Schubert. Wellington Pianos and Chicago Cottage Organs.

celebrated the world over for tone, durability, workmanship, and general excellence. We have on file testimonials from the best musical authorities, both individuals and schools of high grade.

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gives in every instance the very best for your money. Terms to suit the most fastidious, the richest, the poorest.

GIVE US A CALL.

l'es in the introduction of surface electric lin s throughout the metropolis, ac-cording to the general plan which he made such an enormous success of in Chicago. But Mr. Yerkes knows that any attempt to secure public consent to the introduc-tion of such a radical innovation in Lon-don is shopeless at the present day, and he bows to the nevitable.

he bows to the inevitable.

The charter which Mr. Yerkes has purchased requires the completion of the line within the next two years. If the construction was in the hands of American and apply he accompletely the construction within and apply he accompletely the construction. merchanics this could easily be accomplished, but as the British workman is a main factor in the matter it may prove necessary to secure a slight extension of time

A Sunset at Les Eboulements. Broad shadows fall. On the mountain

The scythe-swept fields are silent. Slowly By the long beach the high-piled hay-carts

Splashing the pale salt shallows. Over

Fawn-colored wastes of mud, the slipping Round the dun rocks and wattled fisheries, Creeps murmuring in. And now by

and threes. O'er the slow spreading pools with clamor-Belated crows from strip to strip take

Soon will the first star shine; yet ere the night Reach onward to the pale-green distances. The sun's last shaft beyond the gray sea-

Still dreams upon the Kamouraska shore,

The most important reform which the Tuppenny Tube is introducing is that it is teaching the Londoner to "step liventy." Not that he is invited to bestir himself in the curt language of an American gateman. It is, "All out, please," or "Please move up."

But London is learning its needful lesson much more willingly and graciously

NEW CITIZENS FOR UNCLE SAM

Something About New York's Famous Ellis Island and the Immigrants

Who Land There. By Constance Merrifield.

I had always thought that it was the easiest thing in the world for a foreigner to come over here and get a finger in our pie, but I found out the other day after a visit to the famous immagrant landing in New York haroor that it wasn't. Of course, I taid a general idea that people coming from the other side had to go through some sort of form or another in order to be allowed to land—imm grants, I mean—but as to just what it was I, like a good many other people, was weefully in the dark.

Ine dark.

It wasn't idle curlosly on my part that inspired the investigation, either, I can assure you, for I went to the piace at the special command of my managing editor, who taken appeal of command of my managing editor, who taken appeals of Cotham especially for the readers of this newspaper. Noticing my strange appearance and the look of nquiry upon my countenance one of the men at the Barge Office stopped me to ask my mission, and finding it out, sug-gested that I get passage for the boat which runs between the Barge Office and Ellis Island.

A DIFFICULT TASK.

As there wasn't anybody around the Barge Office whom I knew, I didn't know exactly how I was going to get across to the island until I happened to think that I'd make a try at the gateman who takes up the tickets and passes at the entrance of the Ellis Island boat-dock. So I just put on my most business-like expression, but feeling just about as you would if you were trying to go by the doorkeeper of a theatre without a ticket, and marched boldly down the dock, looking neither to the right nor left.

"Tickets, please," came charply from the man in uniform as I hurried by the little signal box in which he sat. A DIFFICULT TASK.

the man in uniform as I hurried by the little signal box in which he sat.

"Newspaper, reporter," I said briskly over my shoulder, and while the man stood staring after me w th a sort of how-did-1-know-that expression on his face, I rushed on down the dock and walked aboard the little steamer which was just about to start on its I o'cleck trip.

Taking a seat on the bench outside the cabin labelled "For Ladies," I began to take an inventory of my fellow-passengers, who seemed to me to belong to about every nationality under the sun. Most of them were fairly well dressed, and where there was more than two in a

and where there was more than two in a party they sat in little groups around the decks and chatted volubly in the languages of their various countries.

THE EXAMINATION.

THE EXAMINATION.

From a deckhand I learned that they were the friends of foreigners who were undergoing examination on Ell's Island, and that they were going over to join them and come back with them when they had been duly released from the supervision of the Federal authorities.

Sitting near me on the bench I noticed a buxom young woman, with a well-tanned face and a clear, bright complexion who seemed to be in trouble about one or two glances at me as

though she would like to speak to me, all of which I answered in the most encouraging way I could, she sild herself along by my side, and holding out a printed slip for my inspection, asked me to please tell her if there was anything on the paper calling for the payment of charges. She spoke in a pleasant, well-modulated voice, and with an accent which was so full of br-r-rs that I took It for granted that the highlands of Scotland were her native bills.

The slip turned out to be a receipt from a transfer company for two pieces of baggage, but the only reference to mon that the company would not be responsi-ble for more thin \$10 damages to any one place unless the value had been previous; declared by the owner. When I had en I shiered her to this effect the girl wen on to tell me that the two pieces of bas gago referred to were a bundle and a value. both of which she was perfectly able to carry without anybody's aid, and she looked it.

A ZEALOUS AGENT.

"Now they want me to pay thirty-five cents aplace for them," said the girl, plaintively, "and Heaven knows I haven't the money to spare. Why didn't they tell me on the vessel that there were charges? me on the vessel that there were charges?

"A man took them from me, and gave me this little piece of brass, saying not to lose it, and then I was put aboard the boat and taken to the island, without ever seeing them again."

The transfer company's agent at the steamer had evidently been over-zealous in his employers' interests in not explaining to the girl that if her things were checked they would be charged for

checked they would be charged for.
She had passed her examination promptly at Ellis Island, she said, and had that morning come over to the baggage-room at the Barge Office and claimed her bag-

gage, as she had been instructed to do, but rather than pay the—to her—large sum of seventy cents without a protest, she was on her way back to the island, with the rather vague idea of presenting the case to some one in authority. Now, if there is anything I am fond. er of than another it is to right the

irs of neap a who are non-and wit influence, so I instantly arrayed my self on the sid of the immigrant girl.

FEAR NOTHING.

By this time we were at the island, and as we disembarked I told the girl, self on the sid

who was profuse in her thanks, to "fol-low me and f ar nothing."

Down a long platform divided by a high picket fence we walked, until we rached the main building, which occupies, I should say, at least an acre of ground. Surrounding it were a number

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\$2,000, or even \$5,ooo that you have carried does not now afford your family sufficient protection. Perhaps it should be doubled. Suppose you consult The Prudential regarding the

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orettiy, and occupied as restaurants offices and homes for the officials and I tred my best to settle my fair pro-

ege's entanglement with the expressman, out he was obdurate and demanded the Palniy there was nothing more to be

one, and while I was exceedingly sor-y for the girl, I was obliged to advise er to go back to the baggage office and may them what they demanded. Just beyond the Iron door there were

two big wooden doors standing slightly ajar, and so, by peeking through the crack, I could see that there was no one on guard. I pushed them open slightly and quietly stepped into a large room which led into another room, which in turn led into a hall. After stopping a moment to look around I was approached by a guard who questioned me concerning my mission there. Finding that it was no more or less than an effort to find my way back to the boat, he escorted me to the right path, and I strode boldly down to the steamer without anyone's uspecting my identity.

Scul t rofthe C of deracy. One of the most distinguished visitors to the reunion in Louisville recently was Geo. Julian Zolnay, the famous "Sculp-

KIUKWOO! S OY TERS. Kirkwood's lunches have grown fam-

all over V rgin a for their excellence. nd now the Kirkwood places will become famous for the novelty they introduced in furnishing the real thing in the way of Eue Point Oysters at one cent each on the half shell. These oysters are shipped direct from Long Island, and are served at one cent each at Kirkwood's, "all over town."

AS A MILD TONIC and builder-up of the system, Gladstone and outliner-up of the system, surpass-ed. Try a dozen at only \$1.50. We asso-nivite you to call on or send to us when in want of anything in the druk-or medicine line. Handing as we do large quantities of medicines, our stock is always fresh and good.

OWENS & MINOR DRUG CO.

BAPTIST GENERAL ASSOCIATION,

Bristol, Nov. 15th. Greatly Reduced Rates on Norfo k and Western R'y. Tickets will be sold November 18th, 14th and 15th, with final lim t November 21st. For full infor aution, apply to Jno E. Wagner, City Passenger and Ticket Agent CS East Main Street, or to C. H. Bosley, District Passenger Agent.

Gem Room.

ART.

Grand opening this week at the Craig Art Company, Free exhibition to the

of smaller buildings and offices, all built | tor of the Confederacy." He was the guest of the R.ce E. Graves Camp. of Owens boro, of which Colonel C. H. Todd is commander. Mr. Zolnay has just been at Owenshore inspecting the pedestal of the Confederate monument which he designed

for that place.

Mr. Zoinay has put into enduring mar-ble many of the heroes of the Confederacy, as well as the heroine, too. He is the at Richmond, and he also made the fam-

ous W mile Davis memorial here.

The work which brought him into national prominence was his superb bust of Sam Davis, one of the heroes Confederacy. He also made the bust of Hon. Charles D. Jacob, which is now in Cave Hill. The Davis bust was shown at

Cave Hill. The Davis bust was shown as the Nashville Exposition.

Mr. Zolnay is delighted to be with the survivors of the army whose horses he has recroduced so well. He is still young, and has a great future.

Scul to Zolnay the maker of the hand of Poe which is at the University of the in the front rank of

Virginia. He is in the front rank of living sculptors, and he eavs that he will confirm he work mann the more of the Confederaty. To be coiled the Sminter of the Confederacy is to him a rare and high compl'ment

Pe fit b t'e Lesson.

Editor of The Times:

Sir.-Your editorial this morning is both instructive and to the point, I e. to the very heart, and I home and trust that our like the un'imited colorge of silver and disregard for law and the judiciary down our throats, but give us the best men with the right kind of principles and the land will slide the other way. OLD DEMOCRAT.

Two Veterans.

"Yes, it's true," boasted (blonel Brage, "I've been in innumerable engagements, and yet I never lost my head." "And I've been in hundreds of them." replied the summer girl, "and never lost my heart."—Philadelphia Press.

Progresive Witchery.

Witch No. 1-It serves her right. Witch No. 2-Serves who right? Witch No. 1-The Witch of Endor. She discarded her broom for an automobile last night, and was stranded ten miles from home.-Baltimore American.

Decorative, But Unbusinesslike. "That young woman wants a place in

creams and Battenberg lace."-Indianapo-

this office."
"What can she do?"
"She says she can make lovely chocolate